

## **EXHIBIT PPP**

# Yamaha

## Breaks Loose for '06

New rider-forward design, 149-hp engine and tough new attitude shape lineup

BY MARK BONCHER

**L**et's see if we have this right ... if you're not a Yamaha guy you're probably thinking Yamaha snowmobiles - too heavy and not enough horsepower!

Well, put your past perceptions about Yamaha sleds on the shelf - 2006 brings an exciting new breed of Yamaha sleds directly into the mainstream. These are real riders!

Heck, after pumping time and cash into successfully changing the common view of 4-strokes during the past several seasons, you might have expected Yamaha to take a breather in '06. Instead, it's coming out full-throttle with a new Genesis 150 4-

stroke engine and a rider-forward chassis design to improve handling.

Plus Yami isn't just replacing a few models, it's broadening its lineup to run the spectrum from mild to aggressive riding styles in both the 120-horsepower and 145+ categories in four segments - groomed trail, rough trail, 2-up and mountain.

It would've been easy for Yami engineers to simply adapt its RX-1 to fit into new segments, but instead Yamaha brought out a whole new platform for its 145+ hp sleds while also making key changes to the Vector platform to improve ride.

Atop the lineup, Yamaha replaces the entire RX-1 platform with Apex for 2006 and adds its all new 149-hp engine and other adaptations. On the 120-horse side, Yami unleashes the completely new Nitro and Vector GT sleds on an improved Vector platform.

### APEX ER, GT, RTX AND ATTACK

Apex is in. RX-1 is out. The key here is that Apex rides on a new sled chassis that holds Yamaha's strong, sweet-sounding Genesis 150 FI (fuel injected) 4-stroke engine. With a rider position similar to the Ski-Doo REV, the new Yamaha dials in the sled's center of gravity with the rider better than any other snowmobile to date. Apex moves

the rider six inches farther forward than the RX-1, but not quite as far forward as Ski-Doo's REV.

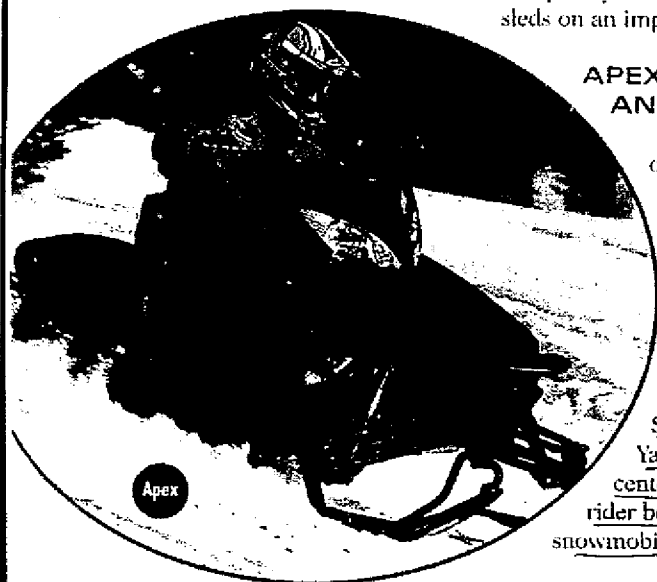
The idea is to improve ergonomics by moving the driver forward enough so they're sitting over the sled's center of gravity, but not so far forward as to bend the knees at an awkward angle. This makes the sled more comfortable in any conditions and provides incredible performance over bumps.

Yes, we were a tad giddy riding this new platform for the first time because Apex is simply that good. It combines these great advancements in comfort with a screaming Genesis 150 FI 4-stroke engine that cranks 149 horses and weighs seven pounds less than the RX-1 motor. That's right, an even lighter 4-stroke with more power!

Much of the weight loss comes from the engine being fuel injected, but lightweight advancements in head, carb and crank design - as well as many magnesium parts and a lightweight battery for the ER version - helped shave pounds. New intake and exhaust ports and camshaft timing also increase power and throttle response. A new radiator and fan protect against overheating and ensure consistent power.

We were skeptical of the 998cc engine until we rode it, but we weren't disappointed. We haven't had enough seat time to fully evaluate this, but our preliminary speculation is that the throttle pull may even be smoother than the RX-1 and '05 Vector!

To keep the comfort level high, Yamaha spared no expense in offer-



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#### **NYTRO AND VECTOR GT**

Yamaha made major improvements on the Vector line too, with two new models -

Nytro and Vector GT.

Nytro is made for those rough-trail riders looking for a smaller sled to toss through the bumps, launch off transitions, or run as a smaller "sports car on the snow." Based on the Vector platform, Nytro is designed to be the choice for an aggressive stand-up rider - plus it skews young with a hot new graphics package.

Powering Nytro is Yamaha's Genesis 120 4-stroke, which is 2.5 lbs. lighter after being outfitted with a new brake disk, magnesium chain case cover and lightweight engine covers. This version of the Genesis 120 engine is clutched and geared for low-end torque and made to blast from corner to corner. This is not a lake racer or snoecross machine, but it's designed to be fun in the bumps and strong out of the hole. Unlike many in this class, the base model also comes with electric start, while the optional ER version adds reverse.

The risers and new hooked handlebars on this sled are moved higher and farther forward, while the chopped windshield flows up to knuckle-saving hand-guards. Under the taller-than-normal seat lies a Pro Active CK rear suspension with piggyback HPG shock and compression clicker. Like Apex RTX, the Nytro's front rides on adjustable Fox Float Air Shocks.

Yamaha spruced up the original Vector for the

groomed-trail crowd too, adding the GT model for '06. The GT is different in that it offers the Mono Shock RA adjustable rear suspension and GYT-R piggyback remote reservoir front shocks. These have a compression and rebound clicker, and are rebuildable, HPG shocks. You can change compression by 30% and rebound up to 70%. Also new for the GT is a premium graphics package, handlebar bag and DC outlet.

#### **YAMAHA GETS IT**

The boys in blue have the future in mind and it looks like they may now not only have an engine that's ahead of its time, but may have a platform to match. It's possible that the Apex and new breed of Vector-based machines have the engines, chassis, ride comfort and styling to beat in '06. Yamaha is raising the bar big-time, but can it hold it there or will others push it higher? ☼

ing several model options on the Apex platform with different suspensions and options. All will have a higher roll center on the front suspension geometry for flatter handling and a 42.7-inch ski stance. The Apex ER and the 136-inch track version of the Apex (dubbed Attak) will get the trail-tested mono-shock RA adjustable rear suspension and aluminum HPG rebuildable shocks up front.

Those lucky enough to snag a limited build Apex GT (groomed trail) will get a new electronically adjustable compression Ohlin rear shock suspension with clicker adjust rebound that's adjustable on the fly. Simply change modes on your digital dash display to the shock setting and then use the up/down button on your handlebars. Up front on the GT will be premier GYT-R piggyback shocks with compression and tension click adjustment.

Finally, the RTX - or rough trail - version of Apex will come with the mono-shock RA system in back, but will feature Fox Float Air Shocks up front. This is a rising rate adjustable shock designed to tackle moguls and trails while solving almost any bottoming problems. They also save three pounds over the standard HPG shocks.

Yamaha also has an Apex mountain model which features a new Camoplast 16x162x2.25-inch track with a 3-inch pitch. It comes with a Pro Mountain 162 lightweight suspension.

